NAS Around an Airport:

Class A (Alpha) Airspace

-18,000 to 60,000 (MSL)
-All Flight is IFR in class Alpha

Class B (Bravo) Airspace

-Surrounding Busiest Airports
-Generally from the surface to 10,000 feet (MSL)
-Additional Layers of Class B (2 or more) individually tailored to each airport
-ATC Clearance Required to enter Bravo Airspace
-Maintain Two-Way Communication while in Bravo
-Mode C required (Inside Mode C Veil)
-3 Statute miles visibility
-Clear of Clouds

Mode C Veil

-Exists within 30 nm of most class B airports
-Mode C Transponder Required

Class C (Charlie) Airspace

-Surrounds medium size airports
-Typically 10 nm radius
-Generally 2 segments
-5 nm radius, surface to 4,000 (AGL)
-10 nm radius shelf from 1,200 to 4,000 feet (AGL)
-Two-Way Communication Required to enter
-Mode C Transponder
-Three Statute Miles Visibility
-Cloud Clearance: 500 below, 1000, above, 2000, horizontally

Class D (Delta) Airspace

-Surrounds smaller airports
-Typically 4 nm radius
-Surface to 2,500 feet (AGL)
-Usually, Class D (Delta) reverts to Class E (Echo) when tower is closed
-Two-Way communication Required
-Three Statute Miles Visibility
-Cloud Clearance: 500 below, 1000, above, 2000, horizontally

Class E (Echo) Airspace

-Around some airports, and also around Class D (Delta) when Tower is not in operation
-At an airport, class E (Echo) begins at the surface
-Three Statute Miles Visibility
-Cloud Clearance: 500 below, 1000, above, 2000, horizontally

Class G (Golf) Airspace

-Class G (Golf) airspace is uncontrolled airspace
-It exists wherever Class A, B, C, D or E doesn't
-One Statute Mile Visibility
-Clear of Clouds

NAS Everywhere Else:

Class E (Echo) Airspace

-Unless designated at a lower altitude, Class E airspace begins at 14,500 feet (MSL) to 17,999 feet (MSL)
-Class E (Echo) begins again at 60,000 feet (MSL) and up
-If the airspace is not Class A, B, C, or D, and is controlled airspace, then it is Class E airspace.

-Class E (Echo) includes Federal Airways, airspace beginning at either 700 or 1,200 feet above ground level (AGL)

Class G (Golf) Airspace

-Class G airspace extends from the surface to the base of the overlying Class E airspace
-ATC has no authority or responsibility to control air traffic in Class G (Golf) airspace
-If the airspace is not Class A, B, C, or D, and is controlled airspace, then it is Class E airspace.
-Visual flight rules (VFR) minimums apply in Class G (Golf): one mile visibility and clear of clouds

Special Use Airspace

- Prohibited areas
    - Charted as a “P” followed by a number (e.g., P-49)
    - Flight of aircraft is prohibited
- Restricted areas
    - Operations are hazardous to nonparticipating aircraft
    - Flight is not prohibited but is subject to restrictions
    - If Restricted airspace is not active no clearance is required from ATC
    - If Restricted Airspace is active then clearance is required from ATC
    - Restricted areas are charted with an “R” followed by a number (e.g., R-4401)
- Warning areas
    - Designated with a “W” followed by a number (e.g., W-237)
    - Airspace containing activity that may be hazardous to nonparticipating aircraft
- Military operation areas (MOAs)
    - Defined vertical and lateral limits
    - MOA's are not numbered (e.g., “Camden Ridge MOA”)
    - Info on MOA's are on the back of the sectional charts with times of operation, altitudes affected, and the controlling agency

- Alert areas
    - Depicted on aeronautical charts with an “A” followed by a number (e.g., A-211)
    - Inform pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity
    - Pilots are responsible for collision avoidance